



AETC News Clips

Altus AFB, Okla.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. 8 Nov 05

Airlift from Altus AFB wins the humanitarian war

There once was an Air Force four star general who stated "if you're not a fighter pilot you aren't (paraphrasing, important.)" This was also the same general who almost broke the Air Force single handedly.

I took a flight on a C-17 transport aircraft out of Altus Air Force Base, that was going to Kessler AFB, in Biloxi, Mississippi. The C-17 was headed into the middle of the destruction that Hurricane Katrina had delivered onto the southern half of that state. I had lived in Mississippi and knew what it was suppose to look like.

As we flew over that victimized state, there was no doubt it had changed greatly for the worst. I can tell you from first hand knowledge it was not fighter aircraft that was saving the day, it was big cargo hauling planes and those wonderful "Handcart boys (and girls)" who fly the rescue helicopters.

Moving cargo and troops by air is not a cheap form of transport, but when it has to be there "now" that is just what my big Air Force does so well.

We loaded some troops and cargo at Altus AFB and headed to Luke AFB in, Phoenix, Arizona. We picked up more troops, donated relief supplies, and a much needed forklift at Luke AFB, then turned the plane east to Kessler AFB.

VAN HARL

"Our armed services train their people to do the job extremely well during peace time operations, so when conflict comes along they go right ahead and perform their tasks as if it is just another day on the farm."

The aircrew of the C-17 made it all look very simple, even though we were gone from Altus AFB for a long 12 hours. One crew member advised me that 20-plus hour missions were the norm during the second gulf war. So I guess 12 hours is no big deal.

As you watch all the blaming going on in the press, about who is at fault in the aftermath of Katrina, what becomes clear to me is it is untrained civilians who do the most finger pointing. Just because you were elected or appointed to a job does not mean you can handle that job when the stress factor kicks in. This is where the military excels.



AETC News Clips

Altus AFB, Okla.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. **8 Nov 05**

Our armed services train their people to do the job extremely well during peace time operations, so when conflict comes along they go right ahead and perform their tasks as if it is just another day on the farm. A perfect example was the interaction between the C-17 aircrew and the ground support personnel who met our flight each time we touched down on a new air base runway.

These two groups of Airmen had never seen each other prior to the landing of the C-17, but literally seconds after the loading ramp in the rear of the plane hits the ground, these two groups gelled into an amazing performance. The cargo that had to come off the plane was released from the tie-down devices and rolled out the back in a matter of minutes.

The off-loading troops were positioned with gear in hand and moved down the ramp in a safe but rapid manner. People who had never met before were working side-by-side as if they did this everyday. Hey! They do, do this everyday.

There has been a lot made out in the press about, the over 400 New Orleans police officers who have failed to show up to work in that flooded city. Now they raised their right hand and swore an oath to protect and serve

and then they ran away. You don't get to just walk off the job in the military.

When we got to Kessler AFB it was hot and humid and unloading that aircraft full of cargo and troops was not fun, but it had to get done. Most of the young troops who met us on the flight line at Kessler were not even from that base. They had been sent in from air bases all over the country to support the operation in Biloxi.

Altus AFB has sent in airmen to form a support group to assist and provide needed infrastructure for the large number of Federal, State and local support agencies that have set up operations on Kessler.

Col. Linda Medler from Altus AFB who just recently got back from six months in Afghanistan was deployed to Kessler AFB to be the Air Expeditionary Group commander of this contingency operation.

Altus AFB may be a training base that brings new airmen into the "force" but it can and does almost every day support the "real-world" air force on the front lines. Whether the front lines are in Baghdad or Biloxi. Aim high, for sure above the flood line.

Retired USAF Maj. Van Harl, lives in Altus. Rick Sinnreich is taking the day off.



AETC News Clips

Altus AFB, Okla.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. **8 Nov 05**

Altus, Sill conduct joint mission



RANDY STOTLER/STAFF

A loadmaster from Altus Air Force Base speaks with a member of Fort Sill's Marine Detachment during a demonstration here Thursday of how flexible a joint force can be in a realistic operational scenario.

Lawton Constitution
PAGES: 1A & 3A
DATE: 4 Nov 05



AETC News Clips

Altus AFB, Okla.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. **8 Nov 05**

BY MITCH MEADOR

STAFF WRITER

MMEADOR@LAWTON-CONSTITUTION.COM

Fort Sill and Altus Air Force Base joined forces Thursday on a mission to find out how fast the High Mobility Artillery Rocket System (HIMARS) can get where it's needed and do what it's supposed to.

HIIMARS, or the M-142, is a wheeled launcher that can carry a single six-pack of Multiple Launch Rocket System (MLRS) rockets. On this mission, soldiers and Marines from Fort Sill loaded two launchers onto a C-17 at Henry Post Army Airfield. Next, the C-17 flew to the Midland, Texas, airport for an assault landing and a dry-fire mission with the Army Tactical Missile System (ATACMS).

It then flew to Altus AFB and back to Midland for two more dry-fire missions before returning to Fort Sill. At each stop the M-142s had to be unchained, unloaded, reloaded and chained back.

Before the day was out, the C-17 would fly approximately 1,900 miles, according to Capt. Paul Fisher, one

of three pilots from the 58th Airlift Squadron on board.

Capt. Shawn Serfass, mission commander for the flight, said the number of stopovers made this mission a bit non-standard for the Air Force crews, but other than that, the air refueling, the low-level route and the tactical approaches and descents are all part of what Altus AFB teaches its students.

As part of the mission, there was an in-flight refueling of the C-17 just outside Laughlin AFB, Del Rio, Texas. Serfass said the inclusion of a KC-135 Stratotanker in the mission helped maintain its pilots' currency, and that flight doubled as a check ride for one of the boom operators.

Information derived from the exercise will help war planners determine the responsiveness of the HIMARS in support of early entry forces and taking out time-sensitive, high-value targets, according to Maj. Mike Bricker from the office of the TRADOC (Training and Doctrine Command) Systems Manager for Rockets and Missiles.

The mission shows how the launcher can be inserted into an airfield to conduct fire missions, and it refines joint tactics, techniques and procedures for air/land operations with the HIMARS, Bricker said.

"We have the capability of doing this kind of training at Fort Sill and Altus. We've done this kind of training several times before," said Randy Palmer, Fort Sill's chief of airfield operations.

Fort Sill and Altus AFB have an agreement to conduct air deployment training on a quarterly basis, though it hasn't taken place that regularly since the start of Operation Iraqi Freedom, Palmer noted.

Thursday's exercise brought together the Marine Corps's HIMARS test unit and the Army new equipment training team from Fort Sill as well as C-17 and KC-135 aircrews from Altus Air Force Base, Bricker said.

It also involved the program manager's office from Redstone Arsenal in Huntsville, Ala., and various support contractors, including Lockheed Martin, the prime contractor for HIMARS; L-3, a subcontractor for the launcher, and Techrizon, Bricker said.

Personnel from the Directorate of Logistics' unit movement office helped drivers

from the test units and loadmasters from Altus get two HIMARS vehicles chained down inside the C-17. Also onboard were ATACMS training pods with the weight of the

genuine article — 5,000 pounds.

Did loading the HIMARS pose any problems?

"Gosh, no," responded Technical Sgt. Bill Kreiling, a loadmaster from 97th Operational Support Squadron Combat Tactics. "It's a very simple load."

Each vehicle has its own driver who backs it into the cargo bay and rides along with it. While there were only two HIMARS on this mission, it's actually possible to load a third by parking them an inch apart inside the craft and having the wheels of the third vehicle on the ramp that comes up to close the hatch.

Three? Make that four, or maybe even five.

Kreiling said if the vehicles are parked side by side, "you could get two more and maybe three more."

True, it would take more fuel to fly that many, but not as much as it would to fly them in a separate plane, he said.

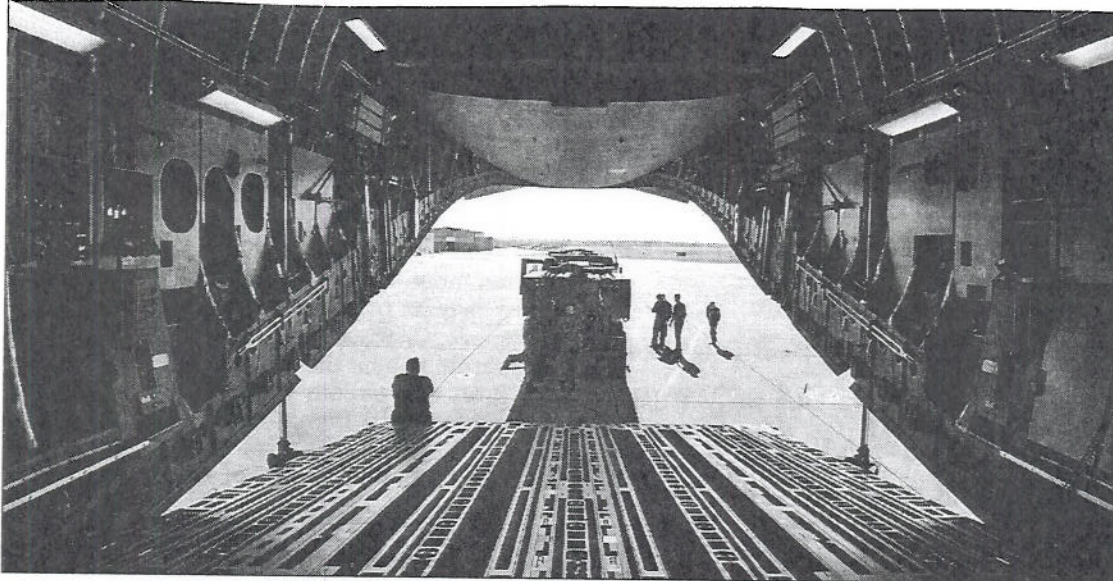


AETC News Clips

Altus AFB, Okla.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. **8 Nov 05**



RANDY STOTLER/STAFF

A driver from an Army test unit rolls a wheeled launcher up the ramp of a C-17 at Henry Post Army Airfield on Thursday.



AETC News Clips

Columbus AFB, Miss.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. 8 Nov 05

CAFB tower demolished, making way for \$5.5 million replacement

Dispatch Staff Report

It was out — or down — with the old Saturday at Columbus Air Force Base.

Technicians demolished the base's 39-year-old air traffic control tower, toppling it onto a vacant flight line in the final stage of opening a new \$5.5 million control tower that is

the most advanced in the U.S. Air Force.

The new tower became operational Sept. 6.

To fell the old tower, crews cut the support beams on the old tower and then pulled it over like a large, old tree. But the four-story facility wasn't coming easily, snapping a cable the first try before final-

ly giving way to time and technology, base officials said.

The old tower had been overcrowded for years, housing almost twice the number of controllers than for which it was built. Its equipment, dating back to the 1960s and 1970s, was antiquated, allowing controllers to view just 10 maps at a time. Equipment in



Left: The old air traffic control tower at Columbus Air Force Base topples to the ground Saturday.

The Commercial Dispatch

PAGE: 3A

ISSUE DATE: 8 Nov 05



AETC News Clips

Columbus AFB, Miss.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. **8 Nov 05**

the new tower allows access to up to 400 maps.

That technology is just one of many advancements in the new tower, which also includes "vastly improved" training facilities and enhanced radar capabilities. The CAFB tower is among the busiest in the Air Force, not only handling 60,000 sorties a

year from the base but also air traffic related to other facilities in the region.

"There is a lot more room (in the new tower) and you can see aircraft better. The equipment is more dependable," Sr. Airman Stephanie Brock, an air traffic controller, said.

"It the new tower is a lot

more modern," echoed Russell Taylor, another controller who worked in the old facility.

W.G. Yates and Sons of Memphis, Tenn., built the new tower and D.H. Griffin Co. of Birmingham, Ala., handled demolition of the old tower. The demolition work is scheduled to be completed by Nov.

11.



Right: The tower lies crumpled on an open flightline. Kevin Sisson/U.S. Air Force

The Commercial Dispatch

PAGE: 3A

ISSUE DATE: 8 Nov 05



AETC News Clips

Little Rock AFB, Ark.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply.

08 Nov 05

Airmen wind up base combat training

By Katherine Marks, Arkansas Democrat Gazette, Little Rock, Ark.

The “bad guys” trying to outrun the group of airmen protecting a convoy from attack secretly hoped they would get caught during a simulated convoy attack played out Friday at the Little Rock Air Force Base.

Instead, the two slightly out of-breath “insurgents” were forced to take cover from a volley of gunfire, were pushed back by the airmen who had flanked them and were sent running.

To Tech. Sgt. Lester Gaither and Staff Sgt. Derek Power, having to retreat was just fine.

“If they start losing, we haven’t trained ’em well,” said Power, 31, who with Gaither fired blanks at the four-truck convoy before being chased off. “We had to move quick,” he added.

Friday’s exercise started when the convoy wound its way through back roads at the Jacksonville base and approached a military truck that appeared to have come under attack. A smoke machine under the vehicle gave the impression that the vehicle had exploded.

The roughly 40 people in the convoy, most riding in the back of the two-ton trucks quickly unloaded and took position around the convoy, finding cover behind trees and in abandoned buildings and sending Power and Gaither scampering.

Friday marked the final day of an exercise called Camp Warlord, a four-day training program to prepare airmen for combat. The 81 airmen who took part in this year’s program could be deployed to Iraq in the next year.

The 3-year-old program has been honed to address the latest challenges faced by those in combat, said Master Sgt. Bill Hannah, who oversees Camp Warlord. “We have to stay very fluid.”

For instance, the convoy training is a new offering this year — a reaction to the increased danger of roadside bombs and the attacks convoys face in Iraq and Afghanistan. Last summer, a staff sergeant from the Air Force base was deployed to Iraq and was killed by a roadside bomb while traveling with a convoy.

Combat training is crucial because airmen help other branches of the military on all sorts of missions, Hannah said. “If airmen are on the ground, we want them to be prepared.”

Camp Warlord includes training in weapons, setting up makeshift bases, guarding perimeters and other hands-on training. The last day culminated with a variety of

Arkansas Democrat-Gazette

PAGE:

ISSUE DATE: 08 Nov 05



AETC News Clips

Little Rock AFB, Ark.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. **08 Nov 05**

exercises including the convoy attack and another on “defensive fighting positions” in another area on the base. The positions are similar to the earthworks that troops would have to build to defend a tent or other post.

“This is all hands-on,” Hannah said. “Everything we learn, we will put them through a scenario.” The airmen are briefed immediately after each exercise, he said. Tech. Sgt. Michael Harris, 30, said he was able to help some of the younger airmen involved in the training as he participated in the exercises.

He said the troops had been trained on how to react to a roadblock and reacted well. “Each person in the convoy knows what position to take.” After Friday morning’s convoy training, airmen were congratulated for taking the proper positions to guard the convoy and for chasing off Gaither and Power. However, five airmen were stopped by enemy fire, and one was “killed” by a fellow airman. “It was more intense than I expected,” Staff Sgt. Marcus Oats, 27, said of the training. But, he said it really drove home the point that airmen must always be aware of their surroundings.

Posted on Saturday, November 5, 2005

URL: <http://www.nwanews.com/story.php?paper=adg&storyid=135374>

Arkansas Democrat-Gazette

PAGE:

ISSUE DATE: 08 Nov 05



AETC News Clips

Little Rock AFB, Ark.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. **08 Nov 05**

C-130J inspection continues

Examiners give transport plane high marks for performance

BY SARA GREENE, North Pulaski Leader, Jacksonville, Ark.

Little Rock Air Force Base's four C-130Js transport planes are going through a series of tests to find out how well they can perform in combat. So far, the evaluation has been all positive.

Members of the evaluation team say the planes are as good as advertised.

"It's incredible. It's a great plane," said Maj. Dave Flynn of the 48th Air Squadron. The squadron, which is helping with the evaluation, flies the C-130Js at the base. Flynn serves as the mission commander for the evaluations.

Members of the 48th Air Squadron, along with members of the Air Force Operation Test and Evaluation Center from Edwards Air Force Base in California, have spent the last two weeks studying how the plane responds flying out of a large base with ample maintenance support.

"We fly a day and then spend a day in the classroom evaluating the technology and capabilities performance," said Lt. Col. Dave Kasberg of the 48th Air Squadron. Kasberg serves as the evaluation commander.

The capabilities the evaluators look at include how quickly the plane can land and take off as well as the drop score. Simply put, the drop score is a measurement of how accurately the planes drop cargo to a target area on the ground. Another test of the plane's ability is the time control of getting the cargo dropped within five seconds of the scheduled time.

Another part of the evaluation is maintenance performance. Normally, only about 75 percent of a fleet should be in the air, says Kasberg. During the evaluation, the 48th Air Squadron has all four C-130Js in the air at the same time.

"We are generating unrealistically high rates of flying," Kasberg said. "My hat is off to our maintenance personnel."

Despite criticisms that the new C-130J transport plane has fallen short of expectations, the airmen from the 48th Air Squadron say the new transport plane is outstanding.

"We can carry more, get it there faster, safer, more accurately and with a smaller crew," Kasberg said. "From a combat standpoint, it's great."

Four additional C-130Js from air bases around the country are at the base to help continue training pilots for the new transport plane.

"While we're performing the operational test and evaluation we are also flying with new students who are coming through to get qualified on the C-130J," Flynn said.

As part of the Super Hercules' evaluation, the aircraft will perform combat-mission-style airdrops

Arkansas Democrat-Gazette

PAGE:

ISSUE DATE: 08 Nov 05



AETC News Clips

Little Rock AFB, Ark.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. **08 Nov 05**

and formations during a Joint Readiness Training Center exercise Nov. 13 through 17 at Fort Polk, La.

The final phase of the C-130J evaluation includes a December deployment to Eielson Air Force Base, Alaska, for cold weather testing.

During the first phase of the evaluation, conducted in 1999-2000, examiners looked at the plane's ability to perform basic tasks, such take-offs and landings.

Arkansas Democrat-Gazette

PAGE:

ISSUE DATE: 08 Nov 05



AETC News Clips

Luke AFB, Ariz.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. 08 Nov 05

AZ Republic, 7 Nov 05, Online

High on high tech

Cooperation, not conflict, puts 'Voom' in Valley

In his 1991 book *Edge City*, urbanologist Joel Garreau described metropolitan Phoenix as a region in political chaos.

Stable political forces had been ousted or were in retreat, according to Garreau. We were essentially governorless. Gov. Evan Mecham was in the process of being tossed out by his own Republican Legislature.

Terry Goddard, the politically savvy mayor of Phoenix, had departed - replaced, said Garreau, by an inexperienced neophyte. And the influence of business-oriented power brokers had waned.

Asymmetrical "shadow governments," Garreau wrote, had filled the leadership void. With turmoil roiling at the top, the Valley's cities continued to function, lurching along at the direction of "quasi-governments," like homeowners associations.

We thought that assessment a wee bit overstated then. We find it utterly outdated now.

News item: West Valley mayors "exhibit strength in unity."

On Friday, *The Republic's* Pat Flannery pieced together the recent political milestones of the West Valley and arrived at an intriguing bit of insight: When the region's mayors and councils act in the best interest of the region as a whole, they experience enormous successes.

And, conversely, when they descend into the sort of self-destructive turf battles so typical of Valley's cities, they . . . well, self-destruct.

Last fall's successful Valley-wide transportation-tax extension is the premier example of the benefits of cooperative regional self-interest. The plan includes a wealth of West Valley freeway projects aimed at alleviating the highway snarls that threaten to envelop this fast-growing region.

There are other examples of cooperative self-interest among West Valley cities.

A unified West Valley lured the Cardinals football stadium away from Phoenix, Mesa and Tempe, which were hamstrung by their own infighting. And the future of Luke Air Force Base in Glendale is far more secure today thanks to the united efforts of West Valley leaders who are committed to buffering the base against urban sprawl.

By contrast, these same governments invariably end up ill-serving their constituents when they descend into their reckless wars over big-lot auto dealerships and shopping malls.

The lessons here should be obvious enough. Valley leadership, including that in the suburbs, has recovered from its early-'90s nadir.

But unless the mayors and councils learn from the repeated mistakes of the past and continue acting in their regional self-interest more often than not, they are doomed to repeat those mistakes, *Groundhog Day* style. Over and over again.

Of course, Valley cities have a classic opportunity right now to demonstrate whether they have grown up or not. A bidding war over the new offices of the Google Internet business would be destructive, to say the least. And unnecessary.

As a prize, any city would do well to host the planned product-engineering and customer-support offices that the

The Arizona Republic

PAGE:

DATE: 08 Nov 05



AETC News Clips

Luke AFB, Ariz.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. 08 Nov 05

Internet firm expects to open here. But in the long run, it constitutes just one part of a high-tech sanctuary that proponents hope will blossom into a Southwestern Silicon Valley.

Bidding wars over relatively small pieces of the pie reduce the economic value of the new businesses to the communities. And with fewer resources, those communities become less attractive to the next batch of "Googles" looking for a new home.

Those are lessons that mature local leaders already have learned. The hard way. This is no time to start backsliding to those rudderless days of yesteryear.

The Arizona Republic

PAGE:

DATE: 08 Nov 05

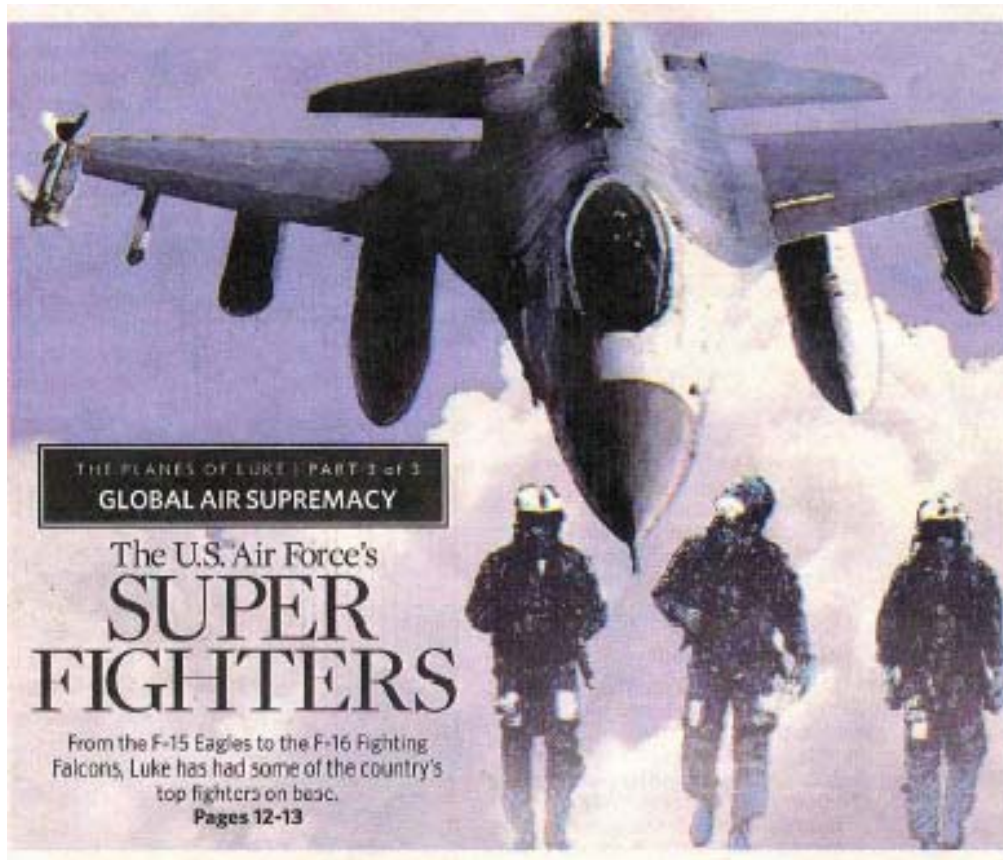


AETC News Clips

Luke AFB, Ariz.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. **08 Nov 05**



The Glendale Republic

PAGE: Internet

DATE: 08 Nov 05



AETC News Clips

Luke AFB, Ariz.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. 08 Nov 05

Text: David Madrid
Illustrations: James Abundis
The Arizona Republic

The U.S. Air Force's SUPER FIGHTERS

THE PLACES OF LUKE | PART 3 OF 3
GLOBAL AIR SUPREMACY

The first of the Superfighters, the F-15 Eagle, was assigned to Luke Air Force Base in 1974. The F-16 Fighting Falcon, Luke's second Superfighter, arrived at the base in 1982.

The deficiencies of the F-4 Phantom II in aerial combat in the Vietnam War, particularly at close range, prompted a new set of specifications for the design of the F-15. But there were those who believed the F-15 was too large and too expensive. Though a fast interceptor, the F-4 had a wide turn radius and was not well-suited for close-range dogfighting. Those people advocated for a cheaper, lighter fighter with better maneuverability.

Thus was born the F-16 Fighting Falcon. Though it was designed to be a lightweight fighter, it is the first of the U.S. Air Force's modern multirole fighter aircraft. The F-16 is the world's most prolific fighter, with more than 2,000 in service with the U.S. Air Force and another 2,000 being used by 23 other countries.

The F-16 and the F-15 Eagle were the world's first aircraft able to withstand higher G-forces than the pilots.

The F-15E Strike Eagle came to Luke in 1988. A decision to make Luke the Air Force's primary F-16 training base led to the reassignment of the F-15 in 1991 and the F-15E in 1995.

The two high-thrust engines combine with a lot of wing surface area to make the F-15 highly maneuverable. These two qualities allow the jet to fire a missile at an enemy and rapidly turn away.

The F-15E Strike Eagle (not shown) appeared in 1987 with a seat behind the pilot for a Weapons System Operator. This person controlled a variety of radar, laser, and infrared-guided smart bombs. The jet was now capable of jamming long-range search radar and short-range surface-to-air missile guidance systems while intercepting targets.

Advanced avionics provide a battle-management system that marries computer technology with radar. This information is projected on a heads-up display on the cockpit's windshield so pilots need not look down to track and destroy targets.

F-15 Eagle F-15E Strike Eagle

1974 to 1991 1988 to 1995

The F-15 Eagle is an all-weather, extremely maneuverable, tactical fighter designed to give the Air Force air supremacy over the battlefield. A combination of the jet fighter's acceleration, range, weapons and avionics give the F-15 the leading edge over its opponent.

The F-15 can penetrate enemy defenses. Designed for air-to-air combat, the aircraft, with its electronic systems and weaponry, can detect, track, battle and attack enemy aircraft.

The F-15 is the world's leading dual-role fighter. It takes part in both air-to-ground and air-to-air missions. It can reach speeds faster than twice the speed of sound, and it can carry up to 24,500 pounds of payload, including air-to-ground and air-to-air weapons.

F-16 Fighting Falcon

1982 to 1991 and again 1997 to present

Popular because of its versatility, the Fighting Falcon, also known as the Viper, entered service in 1979. A superior dogfighter, the single-engine jet fighter has innovations such as the bubble canopy, side-mounted control stick and reclined seat.

The F-16 is a simpler and lighter aircraft than any of its predecessors. It uses advanced aerodynamics and avionics and is constantly undergoing upgrades. Now, 650 U.S. Air Force Block 40/50 F-16s are being upgraded under the Common Configuration Implementation Program, including more than 80 Luke Block 42s.

New cockpits, avionics and communications systems and displays will match those being used in the wars in Afghanistan and Iraq and make it easier for the jets to interface with the Air Force's new generation of aircraft as well.

Relatively lightweight, the F-16 can carry 12,000 pounds of ordnance. A typical load may include gravity bombs, air-to-air rockets, and laser-guided munitions.

A single F-16 engine is used to minimize weight and drag. The use of a turbofan rather than a pure jet engine makes the jet fuel efficient and increases its range.

External fuel tanks extend the jet's range to more than 2,400 miles.

20-mm rotary cannon for close-range engagement.

Bubble canopy gives the pilot full-circle vision.

The fuselage and the wings are integrated into a seamless shape allowing the jet to withstand high G-forces.

The seatback is reclined to 30 degrees. The reduced vertical distance between the head and the heart allows pilots to sustain nine Gs (nine times the force of gravity).

The right stuff

F-16 student pilots receive realistic training at Luke Air Force Base. They go through a structured syllabus totaling over 265 hours of classroom training, 55 hours of simulator and 80 hours of flight time.

Before coming to Luke, the students must first complete a flight-screening program in light civil aircraft before being assigned to Air Force Specialized Undergraduate Pilot Training, where they earn their Air Force pilot wings.

The future F-16 pilots also receive aircrew survival training, physiological training, and finally, they ride the contraption to learn to cope with the high "G" forces they'll encounter.

F-16 students are inundated with classroom academics during the 7-month course. After several weeks of academics, students move from the 56th Training Squadron to their fighter squadron to begin flying. They are trained in air-to-air and air-to-ground combat, as well as to refuel in the air.

Luke trains more than 470 F-16 pilots per year.

Source: Arizona Republic; courtesy: Modern Military Aircraft Museum; Combat: The Great American Warplane

Superfighter training at Luke

Nov. 14, 1974
The first F-15A Eagle in the U.S. Air Force's operational inventory is delivered to Luke. The event is presided over by President Ford.

Oct. 1, 1976
The F-104 Starfighter program begins scaling down.

Nov. 15, 1976
Five Israeli Air Force pilots complete their F-15 course.

April 6, 1981
First of 12 Japanese pilots enters F-15 training under the Peace Eagle Program.

Aug. 4, 1981
First of 12 Saudi pilots enters F-15 training under the Peace Eagle Program.

Dec. 6, 1982
First F-16A/B jet is delivered to Luke.

Jan. 25, 1983
F-16 training begins.

April, 6, 1983
Foreign training begins in the F-16 with four Pakistanis entering a transition course.

Nov. 5, 1984
First F-16C/D in the U.S. Air Force's inventory is delivered to Luke.

March 23, 1987
Luke Air Force Base is renamed Barry M. Goldwater Range in honor of the former Arizona senator and presidential hopeful. At the dedication ceremony, Goldwater said, "Luke Air Force Base will be here forever."

March 4, 1988
First class of two Republic of Singapore Air Force pilots enters training at Luke under a foreign military sales program.

April 12, 1988
First F-15E Strike Eagle in the Air Force's inventory is delivered to Luke.

May 2, 1989
First Block 42 F-16C/D in the Air Force's inventory is delivered to Luke.

Feb. 26, 1991
Last F-16A/B used for training Air Force pilots leaves Luke.

April 15, 1991
The Air Force announces plan to consolidate all F-16C/D training at Luke.

Dec. 20, 1991
Last F-15A Eagle leaves Luke and the F-15A/B/C/D program ends after producing 3,303 graduates since 1974.

March 31, 1992
Williams Air Force Base in Mesa is closed. Luke assumes responsibility for servicing about 22,000 retirees in the East Valley.

Nov. 15, 1993
The Air Force announces the F-15E will move to Seymour Johnson Air Force Base, N.C., in 1995 due to facilities saturation at Luke. The move was to accommodate a Taiwanese Air Force F-16 training program and an F-16 international flying training activity.

Feb. 10, 1994
The first female fighter pilot in U.S. Air Force history, 1st Lt. Jennifer M. Flynn, completes F-15E basic course.

March 8, 2000
Luke produces its 50,000th fighter-training graduate since 1941, as 1st Lt. Joshua G. Padgett completes his basic course.

The Glendale Republic
PAGE: Internet
DATE: 08 Nov 05



AETC News Clips

Luke AFB, Ariz.



News Clips are compiled for the AETC Commander and staff by AETC/PA. Copyright restrictions apply. 08 Nov 05

AZ Republic, 5 Nov 05, B8

Natural-gas storage facility in Pinal County is proposed

By Mike Cooney

Officials from Chevron Corp., Pinal County and Mesa are quietly discussing a possible multimillion-dollar natural-gas storage facility in Pinal County.

Ken Buchanan, assistant Pinal County manager for development services, said the facility, which is being called the Picacho Project, would be located in a salt dome on land owned by the city of Mesa two miles north of Eloy.

"The concept is to excavate caverns deep underground so that the facility would not even be visible from the ground. Crops would grow over it. All you would see would be cotton fields," said Wayne Balmer a special projects manager for Mesa who stressed that the idea is "in the talking stages."

Santana Gonzalez Jr., a public-affairs officer with Chevron in Houston, said Chevron inherited the idea of developing an underground storage facility in Arizona when it merged with Unocal in August.

"We are in the early stages of the evaluation process of a new business opportunity. We are looking at projects that will give us the greatest growth opportunity and natural gas is becoming more a preferred source as an energy provider," he said.

But Joseph Blount Jr., president and chief operating officer of Unocal Midstream and Trade, told a *Pipeline and Gas Journal* industry roundtable on July 1 that Unocal had completed a test well to evaluate the geology in the Eloy area and preliminary results were favorable. The project is designed for the Phoenix-Tucson market, he said.

Blount told the roundtable that the planned facility would have a capacity of 6 billion to 9 billion cubic feet. Blount said construction costs normally run from \$10 million to \$15 million per billion cubic feet of capacity.

Many Pinal County residents have reported being contacted in recent weeks by a research company seeking their opinions on an underground natural-gas storage facility in the county.

Gonzalez said he could neither confirm nor deny that Chevron had commissioned the study.

Buchanan and Balmer said that Arizonans are dangerously reliant on a single natural-gas pipeline, and service could be disrupted if there was a natural disaster or a pipeline break.

A state staff report published Aug. 16, 2004, said that the growth in demand for natural gas, particularly in the case for new natural-gas-fired electric generators, has outstripped the existing natural-gas infrastructure in the Southwest.

The Picacho Project is similar to a proposal that drew heated opposition in January 2004.

At that time, El Paso Natural Gas Co. announced plans to store 9.6 billion cubic feet of natural gas on 455 acres of land it owns west of El Mirage between Northern and Glendale avenues.

That plan was criticized because of its proximity to Luke Air Force Base, its hospital, school and base housing.

The Arizona Republic

PAGE:

DATE: 08 Nov 05